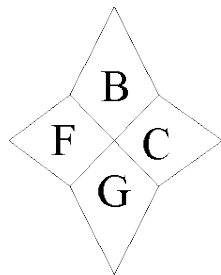


BENTON - FRANKLIN COUNCIL OF GOVERNMENTS

Regional Rail Workshop

Stakeholder Meeting
March 28, 2013



Tri-City Visitor and
Business Center
7130 West Grandridge Boulevard
Kennewick

Welcome

Agenda

- Introductions
- State Rail Plan Overview
- Rail System Needs
- Group Discussion: Local/Regional Perspectives on Rail System Needs
- Next Steps
- Adjourn

The Washington State Rail Plan

Kerri Woehler

Rail Planning and Strategic Assessment Manager, Rail Division

Laura Kingman

Communications Manager, Rail Division

Chris Herman

Freight Rail Policy and Program Manager, Freight Systems Division

Ron Pate

Rail Division Director

Lynn Peterson

Secretary of Transportation

Steve Reinmuth

Chief of Staff

Benton Franklin Council of Governments Regional Rail Workshop
Kennewick, Washington
March 28, 2013



Washington State
Department of Transportation

Rail Plan Project Overview

What is the Purpose of the State Rail Plan?

- Fulfills federal and state requirements.
- Part of State Freight Plan and Washington Transportation Plan.
- Provides an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements.
- Builds on previous plans and guides future efforts.
- Serves as a strategic blueprint for future public investment in the state's rail transportation system.



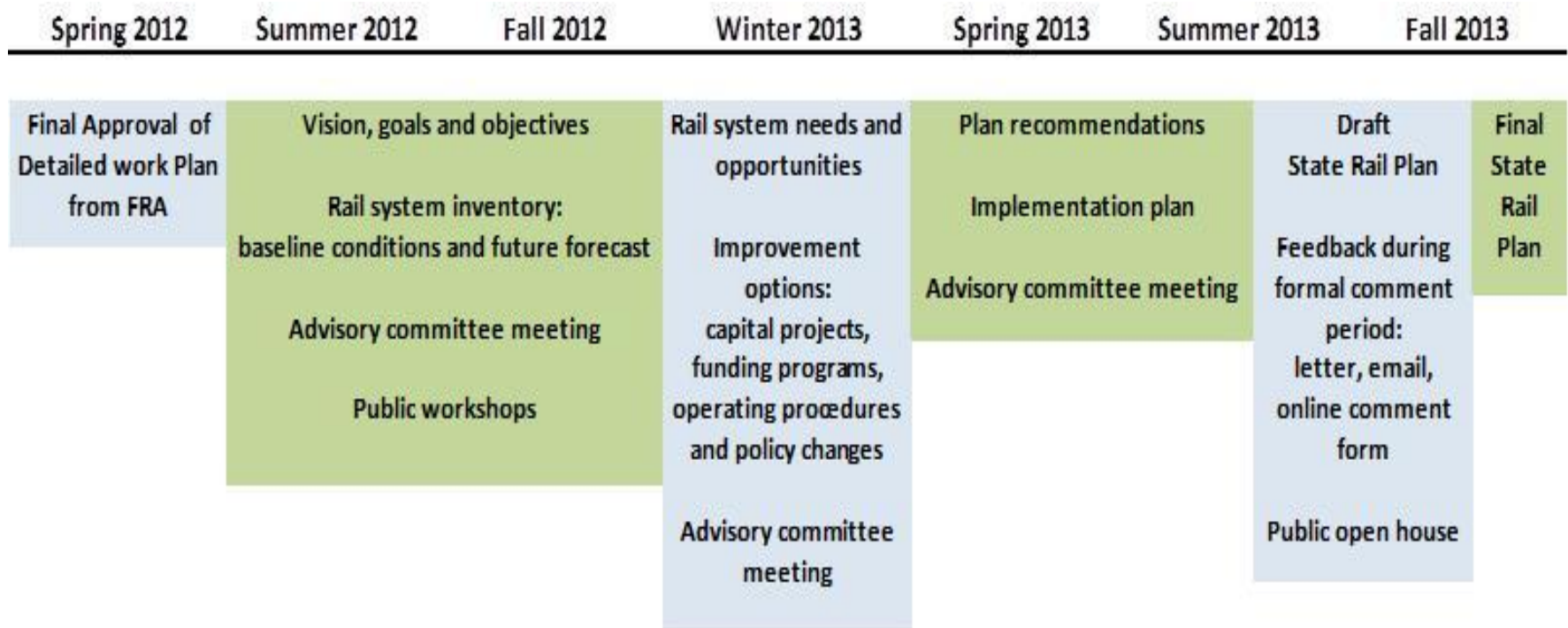
Years of collaborative, consistent planning and substantial state investment prepared WSDOT to compete for, and ultimately secure, nearly \$800 million in federal funds for passenger rail improvements.

It's time to be thinking about what's next for freight and passenger rail.

Plan Methodology

- **Establish the vision:** What are we trying to accomplish?
- **Identify strengths and challenges:** In what ways are we achieving the vision? What obstacles are keeping us from getting there?
- **Develop options:** What strategies/projects will help us overcome obstacles and address rail system needs?
- **Evaluate and prioritize:** How well do the strategies/projects work? What are the advantages and disadvantages? How much do they cost? In what ways do the strategies/projects support the vision?
- **Create recommended implementation plan:** How do we implement the changes to achieve our vision?

State Rail Plan Timeline



Stakeholder Feedback – Freight and Passenger Rail

- Improve the efficiency and reliability of existing rail services.
- Improve connections between rail and other modes.
- Strengthen rail as a competitive and environmentally-friendly transportation option.
- Maintain infrastructure in a state of good repair.
- Prevent loss of rail right of way.
- Encourage compatible land use development near rail infrastructure.
- Enhance safety on the rail and at at-grade crossings.
- Preserve and expand facilities and services to accommodate future demands.
- Develop inter-agency and public-private partnerships.
- Consider cost effectiveness and return on investment of public investments and monitor success.
- Achieve financial sustainability.

Your Feedback

- Validate the needs we've identified.
- Provide local and regional perspectives on rail needs.
- Identify local and regional priorities.
- Discuss other options for addressing system needs and opportunities.



Rail System Needs

Freight Rail in Washington State

Class I Railroads: BNSF and UP

- Privately-owned enterprises.
- Fund their own system improvements.
- Own the majority of the rail infrastructure.
- Occasionally partner with the public sector on capital projects (grade crossings, etc.).



Short-line railroads:

- 23 throughout Washington.
- Mixture of private and public ownership.



Passenger Rail in Washington State

Service	Sponsors	Daily Round Trips
Long Distance - Coast Starlight and Empire Builder		
Coast Starlight: Seattle to LA	Amtrak	1
Empire Builder: Seattle to Chicago	Amtrak	1
Intercity Passenger Rail - Amtrak Cascades		
Seattle to Vancouver, B.C.	WSDOT	2
Seattle to Portland, OR	WSDOT, ODOT, Amtrak	4
Portland to Eugene	ODOT	2
Regional/Commuter - Sounder		
Seattle to Everett	Sound Transit	4
Seattle to Tacoma/Lakewood	Sound Transit	9



Washington's Rail System Today

Strengths:

- Providing good mobility for existing train volumes.
- Extensive network connects citizens and industry.
- Supports industries that contribute \$106 billion to GDP and support 1.2 million jobs.
- Most fuel-efficient mode and produces the least amount of carbon.

Challenges:

- Bottlenecks, constraints and access issues on Class I system.
- Delays and reliability concerns.
- Deferred maintenance degrading level of service on short-line railroads.
- Access to national and global markets.
- Meeting future demand.
- Maintaining a safe rail system.

Washington State Rail System



Three Categories of Needs

Category A:

Rail Operations and Infrastructure
Needs



Category B:

Rail's Role in Economic
Development

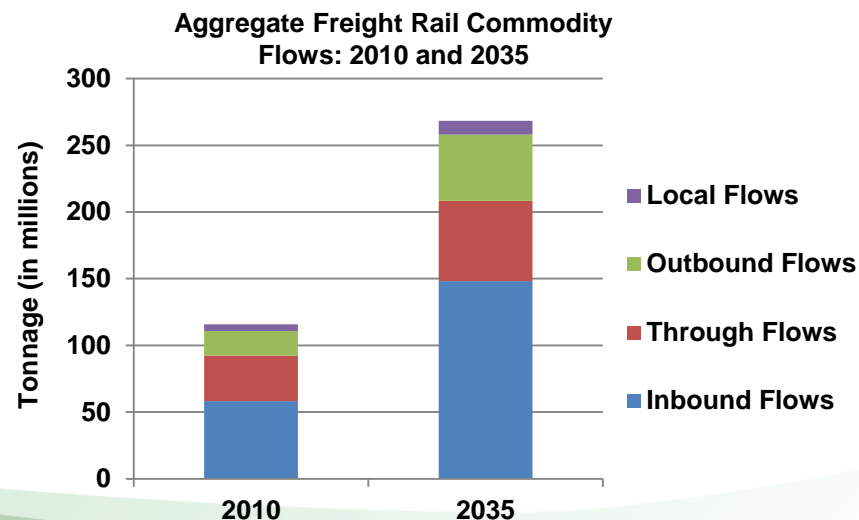
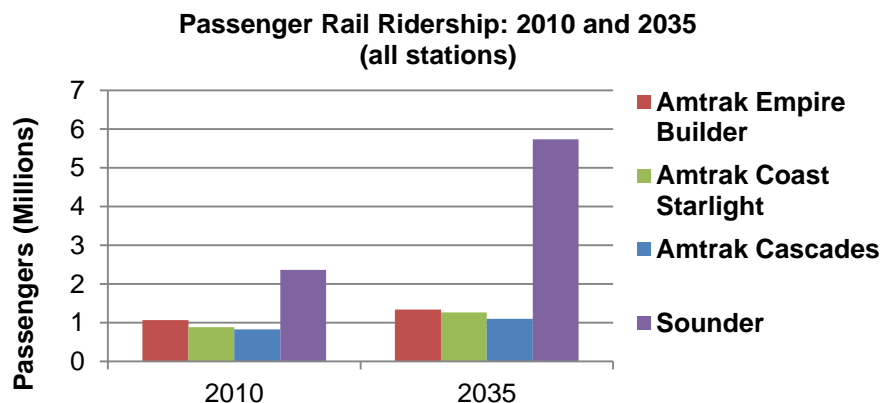


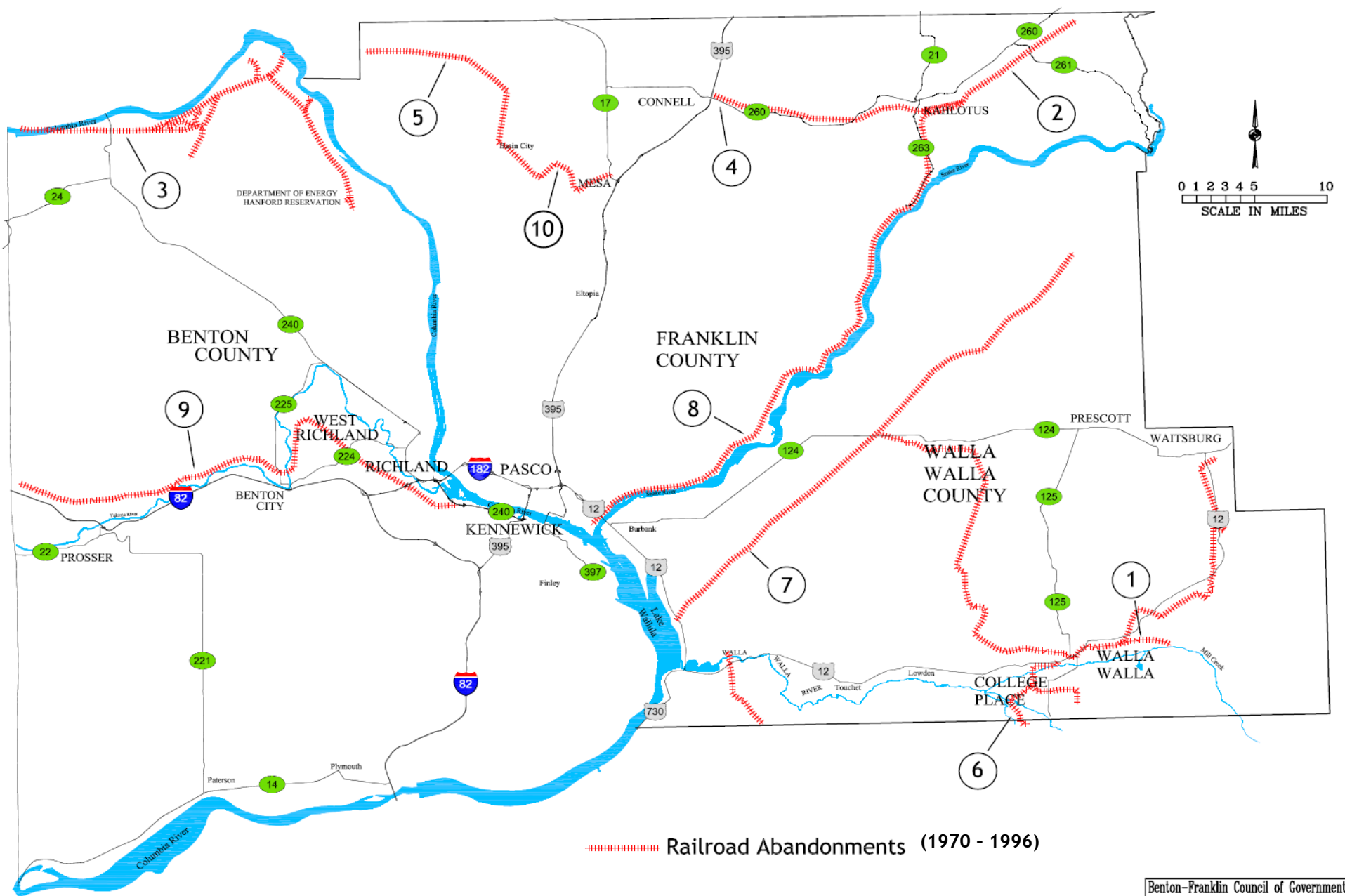
Category C:

Rail System Priorities and Goals

Need #1: Address Constraints to Ensure Capacity Meets Future Demand

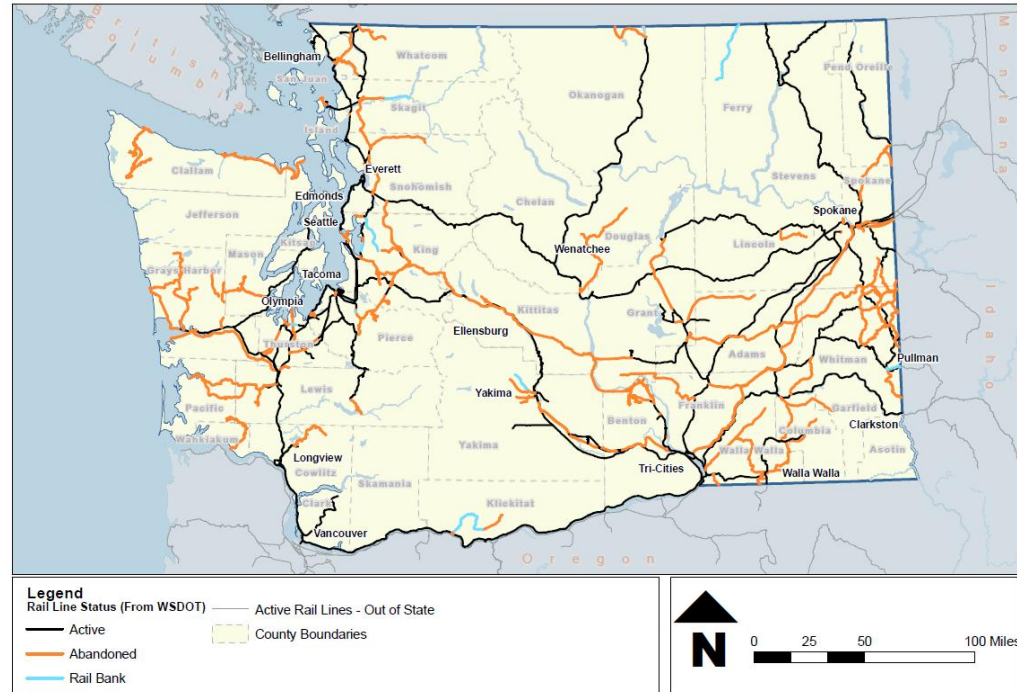
- Demand drivers for Washington's passenger and freight rail indicate growth by 2035:
 - 9 million population
 - \$60,000 per capita income
 - Industry & business growth
- Passenger rail ridership anticipated to grow across all intercity, long-distance and commuter services
- Freight rail anticipated to grow from 116 million tons (2010) to 268 million tons (2035)





Need #2: Preserve Existing Rail Capacity and Infrastructure

- Over 2,000 miles of rail right-of-way abandoned since 1953. This is generally unrecoverable.
- Rail right-of-way is increasingly threatened from encroaching land uses—limits expansion and contributes to conflicts.
- Many short lines have considerable infrastructure needs and are delaying maintenance due to cost.



- 1,975 miles of rail lines were abandoned between 1953-1998 in Washington.
- Between 1998-2011, 75 miles of ROW were filed for abandonment. 52 miles have been rail banked.

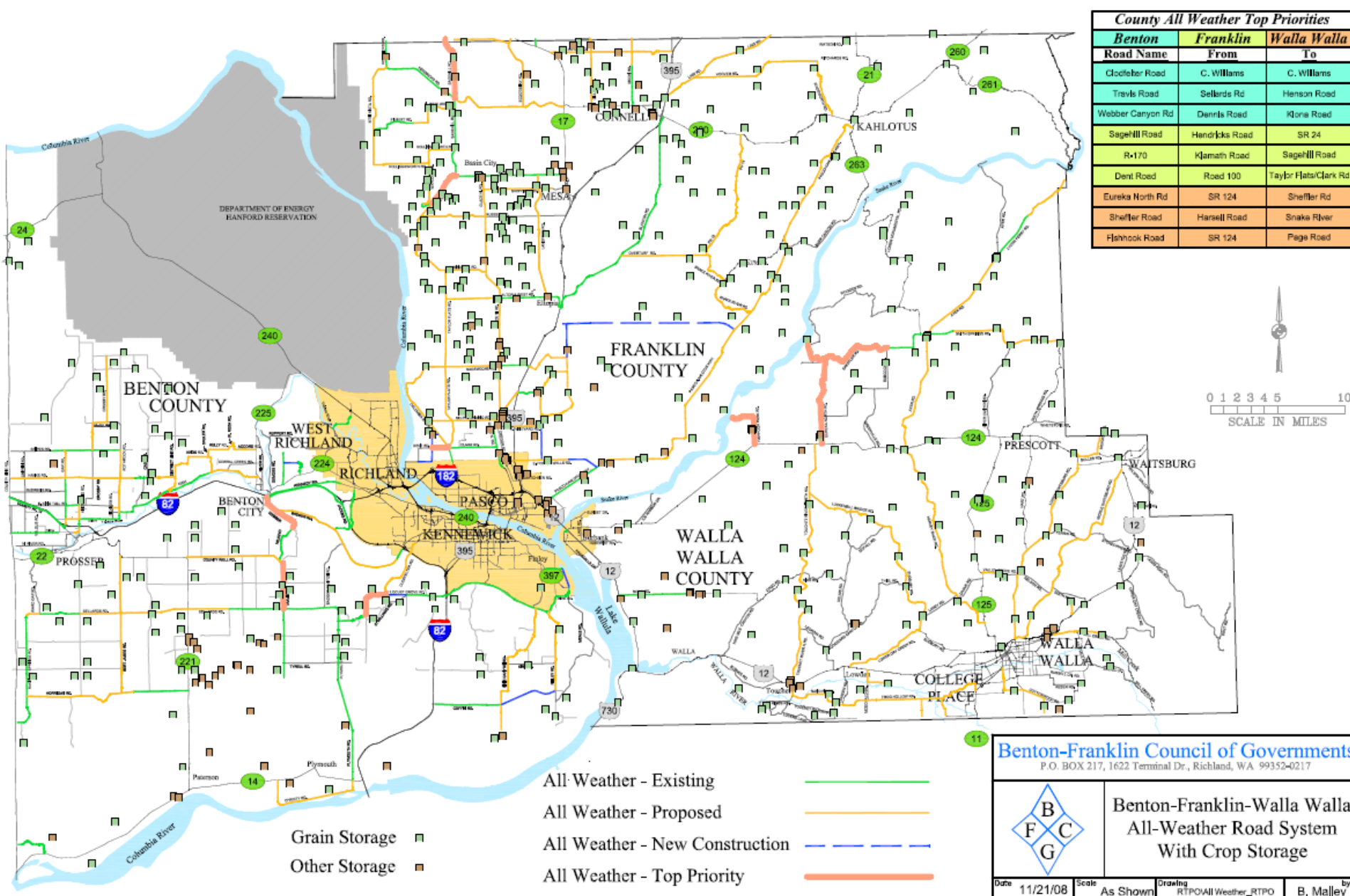
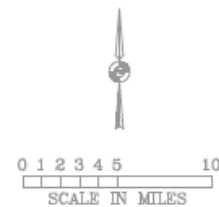
Need #3: Enhance the Efficiency and Reliability of Existing Services

- Amtrak Cascades currently running 75% of trains on time. (88% performance commitment by 2017.)
- Some inefficient transfers exist (for freight and passenger rail), limiting last-mile connectivity.
- Passenger and freight rail transportation use, in many cases, is discretionary. Therefore, reliability is necessary to keep it viable.

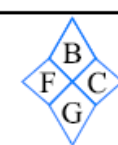


County All Weather Top Priorities

Benton	Franklin	Walla Walla
Road Name	From	To
Cloofeher Road	C. Williams	C. Williams
Travis Road	Sellers Rd	Henson Road
Webber Canyon Rd	Dennis Road	Klona Road
Sagehill Road	Hendricks Road	SR 24
R-170	Klamath Road	Sagehill Road
Dent Road	Road 100	Taylor Hats/Clark Rd
Eureka North Rd	SR 124	Sheffler Rd
Sheffler Road	Hansell Road	Snake River
Hahnook Road	SR 124	Page Road



Benton-Franklin Council of Governments
P.O. BOX 217, 1622 Terminal Dr., Richland, WA 99352-0217



Benton-Franklin-Walla Walla
All-Weather Road System
With Crop Storage

Date: 11/21/08 Scale: As Shown Drawing: RTPO\All Weather_RTPO by B. Malley

Need #4: The Rail System Should Support Economic Development by Providing Access to People and Industry

- Washington's rail system is extensive, and maintaining connectivity must remain a key state goal.
- Connectivity is critical to moving people and goods.
- Our ability to absorb all movements on the highway side is limited.



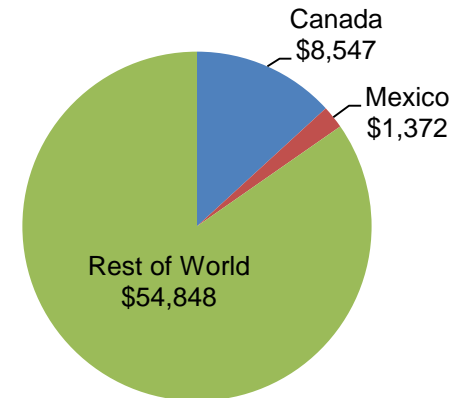
Need #5: Preserve Access to Global Markets by Ensuring Access to Washington's Ports

- \$111 billion of goods were imported/exported into Washington in 2011—an amount that is anticipated to grow.
- Constraints on some key east-west corridors may limit the ability to move goods to and from the ports.
- 8.6% of Washington's private-sector employment is export-related. Preserving these jobs is a key concern.

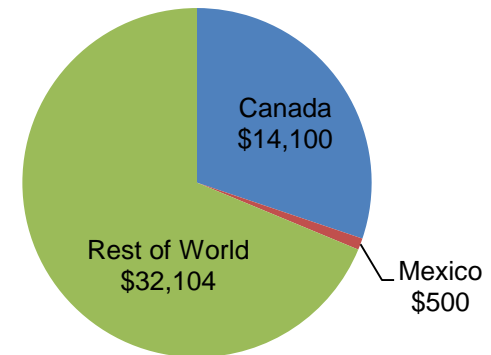
Sources:

- Department of Trade and Industry.
- American Association of Port Authorities.
- TradeStats Express, International Trade Administration, U.S. Department of Commerce.
- 2010 rail plan.

**Exports in millions of dollars
Washington State 2011**



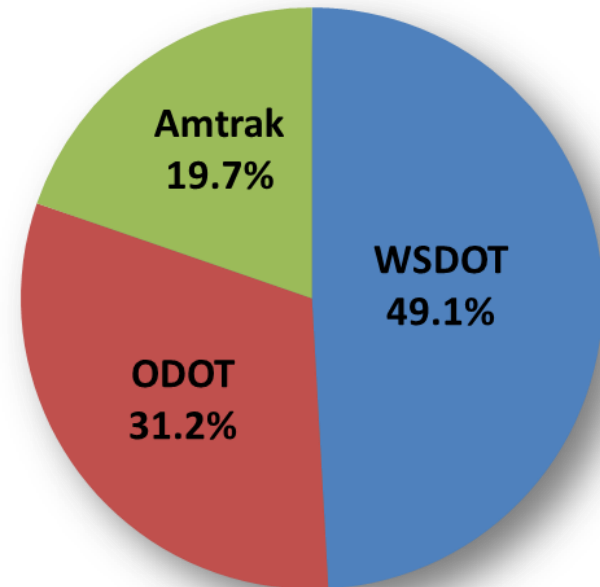
**Imports in millions of dollars
Washington State 2011**



Need #6: Prioritize Cost-Effective Investments into the State's Rail System

- Farebox recovery is 64%.
- Federal contribution to Amtrak Cascades ends October 1, 2013.
- Overwhelming WSDOT short-line grant applications—\$25 million received for available \$2.5 million.
- Competition for multimodal funds at the state level means increasingly limited resources.

Cost Sharing for 2011-2013
Based on Subsidy



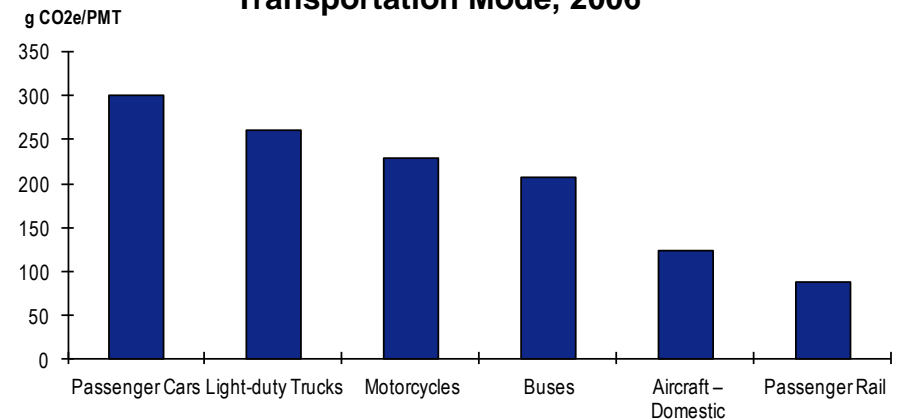
Starting in October 2013, Amtrak's contribution to subsidies will be \$0.

Source: WSDOT

Need #7: Strengthen Rail as an Environmentally and Community Friendly Mode of Transportation

- Climate Action and Green Jobs Bill (2008) Greenhouse gas commitments
 - 50% below 1990 by 2050
 - How can rail expand yet work towards these commitments?
- Many benefits of rail—yet the potential exists for negative community/environmental impacts:
 - Dust, sound, vibrations, emissions, congestion, and safety concerns.

GHG Emissions per Passenger-Mile by Passenger Transportation Mode, 2006



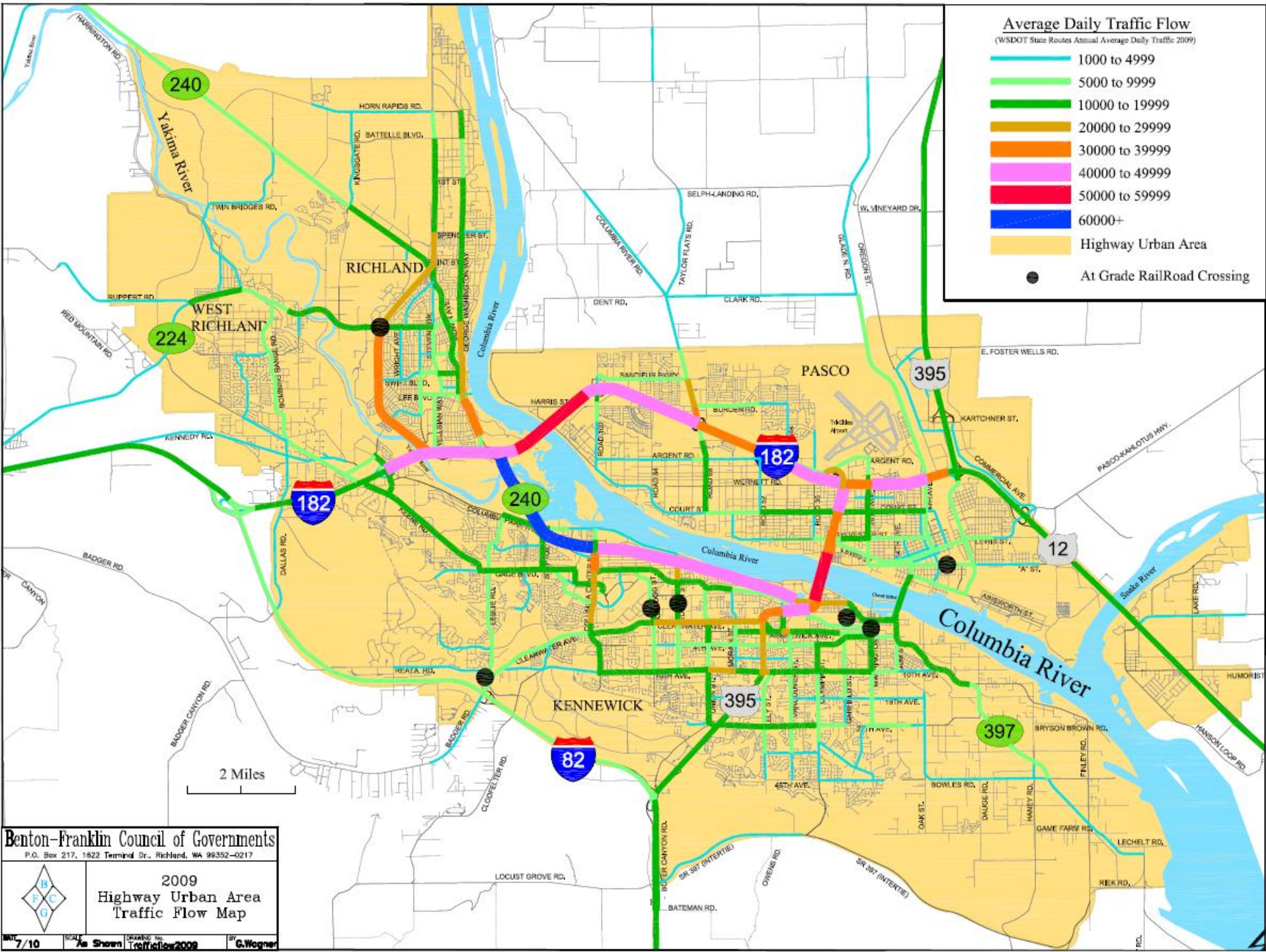
Source:

- U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks*

Need #8: Continue to Support Safe and Secure Passenger and Freight Rail Movement

- Rail safety concerns:
 - At-grade incidents
 - Hazmat
 - Trespassing
- UTC Roles:
 - Grade Crossing Protective Fund
 - Education
 - Crossing inventory
- FRA Roles:
 - Regulatory
- MAP-21:
 - Keeps Section 130 funding at \$220 million national total (through state's HSIPR apportionment).





Group Discussion – 30 minutes

- How do the statewide needs we identified reflect local and regional rail/freight needs?
- Did we miss any rail needs that are important for this region?
- What responses (capital, operating, policy/programmatic) should be considered in the state rail plan?
- What is the state's role in addressing the needs?



Next Steps



Next Steps in Plan Development

- Identify and evaluate responses to needs: capital projects, operational improvements, program and policy changes.
- Recommend priority actions to achieve vision and goals; create an implementation plan.
- Release draft Washington State Rail Plan for public review and comment in Summer 2013.
- Publish final Washington State Rail Plan in December 2013.



Plan Implementation

- Incorporate results into State Freight Plan and Washington Transportation Plan.
- Continue collaborative planning with stakeholders and partners to refine and focus investment priorities.
- Initiate scoping and project development to prepare for future funding opportunities.



Wrap Up

- Incorporating your feedback
- Plan timeline



State Freight Mobility Plan: ●
Performance Measures

State Freight Mobility Plan: ●
Decision-Making Process
Comprehensive Implementation Plan

Next Steps in Regional Planning



Thank You for Joining Us!